

# **AES Sparrows Point LNG & Mid-Atlantic Express ANSWERS TO YOUR MOST ASKED QUESTIONS**

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## **Part 1. FACILITY Q&As**

### **Can the Liquefied Natural Gas transport ships coming to the Sparrows Point storage terminal or the storage tanks themselves become "potential bombs?"**

No. Science and history along with the incredible onboard and land-based safety and back-up systems show that LNG ships and site-based storage tanks are not "potential bombs." The only explosive factor remotely connected with LNG is as follows: **IF** the LNG is returned to its normal gaseous state, and **IF** the natural gas is then confined in an enclosed space, and **IF** the ratio of natural-gas-to-air within that confined space is within a certain narrow range, and **IF** an ignition source is present, the natural gas will rapidly expand as it burns. This rapid expansion is what provides the force that turns power plant turbines to generate electrical energy or moves pistons up and down to power natural gas vehicles. The LNG vessels and the storage tanks will be engineered to eliminate any possibility of an "explosion" by eliminating the combination of factors needed for it to happen.

One scenario often cited by the opponents of LNG projects is a terrorist attack on an LNG vessel that might result in a release of cargo. In order for such an event to occur, one first must assume that the means of the attack is sufficient to penetrate the 1.5-inch thick outer hull of the ship, the 1-inch thick inner hull, the insulation between the inner hull and the secondary membrane of the LNG tank, the 318-inch thick secondary membrane, the insulation between the secondary and primary membrane, and the 318- inch thick primary membrane. Even if it were possible to penetrate all these barriers, LNG would not explode, but would merely flow out onto the open water from the un- pressurized tank, quickly heat up, vaporize to become natural gas, become lighter than air and dissipate. The method used to penetrate the multiple layers around the LNG would most certainly produce an ignition source that would cause the natural gas to catch fire in the unconfined water adjacent to the vessel. Thus, the "worst case" scenario resulting from the imagined attack would be a fire -not an explosion. Safety of nearby residential communities is ensured by the remote distance that the ships maintain at all times from those areas.

## Wasn't there an "explosion" at a LNG facility in Cleveland in 1944?

Improper design resulting from wartime metal shortages, inadequate containment, and other factors led to a tragic situation more than 60 years ago where the combination of factors required for an "explosion" did occur. The history of the event began in 1941 when the East Ohio Gas Company built the first commercial LNG peak-shaving facility. A peak-shaving facility is used to store large amounts of natural gas in its liquid form for peak use events such as a severe cold snap when delivery pipelines are not able to handle the sudden increase in localized demand. Such peak-shaving facilities are common throughout the United States- there are over 110 facilities, including the three tanks in downtown Baltimore near M&T Bank Stadium.

The Cleveland facility was operated safely and reliably until 1944 when a new, larger tank was added alongside the existing three tanks. The new tank was built with a nickel content of 3.5 percent, rather than 9 percent. At 2:15 pm on October 20, 1944, the new tank failed and released its contents into the adjacent streets and sewers. The LNG flowed into the streets and sewers due to lack of proper containment around the tank. Once the LNG was in the open, it revaporized and caught fire. Just as the initial fire was nearly extinguished, the closest adjacent tank fell and released its contents that immediately revaporized and caught fire. The rupture of the second tank resulted from a failure to properly insulate its support legs (The tank was a spherical rather than cylindrical design). It is important to note that ignition of the two unconfined vapor clouds did not result in explosions.

The subsequent investigation of the report issued by the U.S. Bureau of Mines concluded that the accident resulted from low temperature embrittlement of the inner shell that was made of the 3.5 percent nickel steel. The tank's susceptibility to brittle fracture was compounded by its location close to a heavily trafficked railroad station and a munitions stamping plant. Excessive vibration from the trains and stamping plant accelerated the cracking of the tank. The investigation report noted that the two unconfined vapor clouds resulting from the two tank ruptures did not result in explosions, and that the only explosions that took place were limited to the confined sewers where the LNG ran and revaporized into the correct fuel/air mixture that allowed for combustion. The Bureau of Mines concluded the report by stating the concept of liquefying and storing LNG was valid if proper precautions are observed. A 2005 study conducted by the National Association of State Fire Marshals came to a similar conclusion when it stated that **"[h]ad the Cleveland tank been built to current codes, this accident would not have happened. LNG tanks properly constructed of 9 percent nickel steel have never had a brittle crack failure in their 35-year history."**

Our proposed facility at Sparrows Point will use tanks constructed with 9 percent nickel steel. We will also use a full-containment design (a tank within a tank). For further safety, the tanks will also be surrounded by a tertiary containment system consisting of an earthen berm. In addition, our facility will be well over a mile away from the nearest residential neighborhood. In short, the Cleveland situation bears absolutely no relation to our proposed facility at Sparrows Point.

### **What marine facilities will be needed for the Sparrows Point project?**

The natural gas import facility proposed by AES will include the construction and operation of a dual-berth marine terminal designed to berth and unload LNG tankers with carrying capacities ranging in size from 122,000 cubic meters up to 217,000 cubic meters. Although the marine terminal will be able to accommodate two vessels at a time, the unloading and LNG transfer equipment will be designed and constructed so as to restrict unloading to one vessel at a time. AES anticipates approximately two to three ships per week once the project becomes fully operational.

### **How much dredging will be required?**

The project area is located on the industrial Sparrows Point peninsula that juts into the Patapsco River east of the Francis Scott Key Bridge in Baltimore County. The marine facilities (including berths, channels and turning basin) are located near existing access channels that connect the shipyard with the Brewerton Angle, a section of deepwater channel where the Brewerton Channel meets the Fort McHenry Channel. The Fort McHenry and Brewerton Channels are the main commercial shipping channels leading to and from the Port's public and private marine terminals. The existing access channels, while narrow, are approximately 30 feet in depth (based on current NOAA Chart 12281). The Brewerton Channel is 50 feet in depth. The distance from the Brewerton Channel to the project site is approximately 2000 yards.

Access from the Brewerton Channel to the proposed project site for the range of LNG ships under consideration for the project will require that the existing access channel be deepened and widened. Additionally a turning basin will be dredged to allow a tanker - with tugs alongside - to be rotated through almost 180 degrees on its own axis and then reverse into the berth with the bow out, as is industry practice. Total dredging requirements are still under review, as detailed studies of local conditions (wind, wave, current, etc.) have not yet been completed. These studies will determine the necessary channel width and turning basin radius to allow for safe and timely transit of the LNG vessels. Estimates at this time indicate that between 3 and 4 million cubic yards of material will need to be removed in order to accommodate the largest vessels under consideration.

**What method of dredging will AES use?**

Before any dredging takes place, the bottom sediments will be thoroughly tested and a plan developed to ensure that environmentally responsible methods are used in moving the sediments, as well as handling them after they are removed. Depending on the environmental quality of the sediments, i.e., the extent of any contamination, a variety of dredging techniques may be used. Traditional methods currently in use in the Port of Baltimore may be used if the results of the testing so allow. Techniques also exist to effectively dredge heavily contaminated sediments with little or no release of contaminants. The U.S. Army Corps of Engineers has developed significant information on all these techniques.

**Where will AES dispose of the dredged material?**

AES does not plan to use any of the disposal areas currently in use - or planned to be put in use - by the Maryland Port Administration. Instead, AES intends to work within the concepts identified in the Dredged Material Disposal Alternatives Act of 2004. That statute encourages innovative solutions that can address contamination, reuse of the dredged material, and/or convert it into end products that have economic value or usefulness. Such innovative solutions may include the manufacturing of aggregates for use in roadway or building construction, making amended soils for agricultural or landfill applications, or for use in reclaiming abandoned mines and quarries.

Although innovative use projects are not always the most timely or least expensive solutions, they provide an environmentally responsible option that will allow the Sparrows Point Project to move forward with no impact on the Port of Baltimore' long-term dredged material management plans. It is AES' hope that its work with innovative reuse of dredged material will help facilitate the reuse of at least 500,000 cubic yards of dredged material each year as called for in the 2003 Recommendations of the Harbor Team.

**Where will the natural gas imported at Sparrows Point be delivered and how will Marylanders benefit?**

AES recently initiated conversations with the Baltimore Gas & Electric Company, which maintains the local pipeline distribution system in Maryland sending natural gas to, residential homes and businesses. As a result of these conversations, we intend to tie-in our pipeline with the BG&E system at one or more locations. We believe that BG&E will be able to purchase the imported natural gas more cheaply than its current purchases of natural gas emanating from the Gulf Coast or other more distant regions of production due to, among other things, avoidance of the considerable pipeline charges currently required to bring the gas to Maryland. In short, a safe, reliable, and less expensive local source of natural gas will be beneficial to Maryland consumers. Natural gas that is not delivered to the BG&E system will be sent to a connection point near Eagle, Pennsylvania where three major interstate pipelines converge within one mile of each other. This connection point was determined by AES to be especially attractive as it allows for a near certain throughput from our proposed facility, thus adding to the reliability of the proposed project.

**How long will it take for ships to dock once leaving the Brewerton Channel?**

Initial conversations with representatives of the Maryland Pilots Association indicate that it will take approximately one hour for the ships to dock once they leave the Brewerton Channel. This time may decrease to close to 45 minutes once the pilots become more familiar with the ships and tugs and the waters around the berth.

**Will Bear Creek be shut down?**

No. There will never be a time when boats entering or leaving Bear Creek will be fully restricted. When the LNG ships are being moved from the Brewerton Channel to the berth, there will be some restriction for a short time in the waters between the site and Fort Carroll. This restriction will last as long as it takes to dock the ships. Additionally, there will be a security zone placed around the ships when they are docked at the berth. We expect this zone to be 500 yards or less measured from the ship at berth. Use of floating barriers while the ship is at dock would significantly reduce the area of the security zone. The exact extent of the security zone when the ships are at berth will depend on the outcome of discussions with the U.S. Coast Guard on the use of floating barriers or other safety measures. Floating barriers are used to delineate restricted areas and provide both a visual and formidable security barrier in the water against small vessels. They are used around the world in many types of marine security applications.

**Will the Bay Bridge or Key Bridge traffic be shut down?**

While studies are ongoing, we have no indications that either the Bay Bridge or Key Bridge will have to curtail traffic flow in any way with the passing of any LNG-carrying ships.

**Will workers in adjacent existing Sparrows Point plants have to leave during LNG tanker docking or unloading?**

No.

**Part 2. PIPELINE Q&As****What type of pipeline is being proposed?**

The Mid-Atlantic Express Pipeline being proposed by the AES Corporation is simply a natural gas pipeline similar to the many hundreds of miles of natural gas pipelines that already exist in Harford County serving homes, businesses, and power generation facilities. It is "similar" because the pipeline we are proposing, while larger than most of the existing pipelines in the County (we expect our pipeline to be 28 inches

in diameter and carry natural gas at a pressure of about 2,200 psig), will be constructed and maintained to standards and technology significantly more advanced than those pipelines that currently run throughout the County. Specifically, we will follow the most recent versions of the U.S. Department of Transportation regulations for materials, design (yield strength, wall thickness, etc.), component requirements, worker qualifications, construction techniques (welding, inspection, depth of cover and distance to other structures, etc.), installation of corrosion and inspection controls, restoration programs and techniques, operations (surveillance, damage prevention programs, public awareness programs, etc.), and all other issues related to natural gas pipeline safety and reliability. There is a misperception circulating in some areas of the proposed pipeline route that the pipeline will carry "liquefied" natural gas. This is not true. The misperception arises from the fact that the origin of the new supply of natural gas will be a location in Baltimore County where the natural gas will be imported in liquid form. The natural gas is imported in liquid form because it makes transport from distant areas of production economical. The liquid gas will be converted back to its more common gaseous state prior to its introduction into the proposed pipeline.

### **Why are you asking for permission to access property?**

AES has identified the primary route and alternative route segments in a manner that it believes creates the least impact on private landowners and the environment. These decisions, however, were made without setting foot on the properties through which the pipeline might run. Aerial photographs, regulatory inventory maps, windshield views from public roadways, and other non-invasive means were used to select the routes. Having made those selections, we are now seeking to confirm our judgments or determine where our judgments might be wrong. We also want to determine exactly what will be encountered during the laying of the pipeline and avoid impacts with route refinement wherever feasible. Impediments such as bedrock, septic systems, underground springs, historic structures, or potentially environmentally-sensitive features may result in route relocation. Property owners can help ensure that the route selection process is as complete and accurate as possible by granting AES-contracted surveyors access to their properties and assisting us with information about their land use that can be accommodated with our routing process.

### **How long will the pipeline laying process take?**

With varying land surface and underground situations and differing features being constructed, the pipe-laying operation will vary. Pipeline construction is like a moving assembly line with different operations such as clearing, excavating, assembly, and restoration taking place in sequence. The overall process may take several weeks to complete in anyone location, but the main excavation and assembly operation in an area may require 3 to 5 weeks for a given section. A section may be several miles in length. At the end of the actual construction process, AES will commence a thorough restoration process, returning the affected areas to as-good-as or better condition.

**Why put in a new natural gas pipeline when there is already one here? Why not just use the existing pipeline?**

Natural gas pipelines throughout the United States are operating at or near their capacities due to the increased use of natural gas in power plants (the environmental fuel of choice for large-scale electric production), in industry, and by commercial and residential users. It is not possible to introduce the new large supply of natural gas AES hopes to import into the Baltimore area and Mid-Atlantic region using the existing system. Therefore, the AES Sparrows Point LNG and Mid-Atlantic Express projects are proposing a new 22- inch pipeline, built to current design standards and requirements.

**Once the pipeline is underground, how can we be sure it's not leaking?**

Periodic inspections by professional gas line inspectors will be conducted.

**Will the pipeline need compressor stations to keep the pressure up as the natural gas moves along the route to Eagle, Pennsylvania?**

No. The 2200 pounds of pressure at the beginning of the pipeline in Sparrows Point will be enough to move the natural gas through the entire pipeline, even though pressure will drop as from the start to the end.

**How much buffer will be needed for the new AES pipeline?**

50 total feet: 25 on either side of the pipe.

**Will you need an additional 50-feet of buffer if a pipeline already exists?**

No. If the Mid-Atlantic Express pipeline parallels an existing pipeline, the buffer required for the existing pipeline and the new pipeline can overlap, so only an additional 25-feet will be required.

**Will your pipe be placed within the existing right-of-way, or adjacent to the existing ROW?**

We will try to locate the proposed Mid-Atlantic Express pipeline completely within existing utility rights-of-way (ROWs) to the maximum extent possible. Utility ROWs include sides of roadways and railways, electric transmission line corridors, other pipeline (water, sewer, petroleum, natural gas, etc.) corridors, or other setback areas. There will be some areas where the existing ROW is not wide enough to locate our proposed pipeline entirely within the ROW corridor. In such cases, we will attempt to locate our pipe on the edge of the existing ROW and use a portion of land outside of the existing ROW for our setback. Also, there will be areas along the existing ROWs we propose to follow where housing or other structures have been built close to the existing ROW since the time the ROW was put in place. In these latter cases, in an effort to meet our objectives of maximum avoidance

and impact minimization, we are exploring alternative routes that may diverge from the existing ROWs entirely.

### **What's the minimum distance between the new pipe and existing pipes?**

Current industry standard is to maintain a separation distance of 25 feet from existing pipelines. In limited cases it may be possible to locate closer; however, the construction restrictions around existing pipelines and need to provide room for future maintenance do not allow this to be done over extended distances. Where separation distances smaller than 25 feet are required, construction restrictions typically used to ensure that the existing pipeline is adequately protected include weight restrictions on machinery or equipment that may be placed on top of the existing lines, absolute restrictions on the placement of machinery and equipment on top of the existing lines, or placement of additional cover or protective matting where construction activities may take place.

### **What is the minimum distance the pipeline can be from a house?**

Within the regulated pipeline industry, maintaining a separation distance from existing structures such as residences (or, for that matter, schools, playgrounds, and other areas of high population density) is desired, but not required. Instead of concentrating on separation distances, codified safety standards focus on design criteria, including materials used, wall thickness, operating pressure, yield strength, temperature de-rating factors, and many other issues relevant to the physical characteristics of the pipe. In addition, applicable codes and standards set forth fabrication and delivery procedures as well as post-construction inspection techniques. In this manner, protection of human health and property is provided in all situations.

While not required, AES intends to maintain a separation distance no less than 25 feet between its proposed pipeline and all residences. We expect that the final pipeline route will have few, if any, areas where the separation distance will be 25 feet. Where the existing Columbia natural gas pipeline, which we hope to parallel for the majority of our route, approaches within 25 feet of residential areas, we will not seek to fit in between that gap.

### **What is the depth of cover and what determines the depth?**

The depth of the pipeline will be determined principally by the criteria set forth in the Code of Federal Regulations (CFR) at 49 CFR Part 192.327. The Code of Federal Regulations prescribes safety requirements for pipeline facilities and the transportation of natural gas. In Class 1 areas the minimum cover with nonnal soils is 30 inches ( 18 inches if consolidated rock is used). In Class 2, 3, and 4 locations, and under drainage ditches, public roads, and railroad crossings, the minimum cover is 36 inches (24 inches if consolidated rock is used). Where the pipeline is located in a navigable river or stream, the minimum cover between the top of the pipeline and the natural bottom is 48 inches (24 inches if consolidated rock is used).

Note: A Class 1 location is an offshore location or any class location, i.e., an area that



extends 220 yards on either side of the centerline of a continuous one-mile length of pipeline, that has ten or fewer buildings intended for human occupancy. A Class 2 location is any class location unit that has more than ten but fewer than 46 buildings intended for human occupancy. A Class 3 location is any class location unit that has 46 or more buildings intended for human occupancy or an area where the pipeline lies within 100 yards of either a building or a small, well-defined outside area (such as a playground, recreation area, outdoor theater, or other place of public assembly) that is occupied by 20 or more persons on at least five days a week for ten weeks in any one-year period. A Class 4 location is any class location unit where buildings with four or more stories above the ground are prevalent. See 49 CFR Part 192.5.

There may be areas along the pipeline route where a deeper cover is warranted; for example, under rivers or streams where the sediment quality is not adequate at the minimum cover depth, through agricultural lands where clearance under plow depth is needed, or under other pipelines. The criteria used to determine these deeper covers may be enforced via local regulations, the standards of other pipeline operators, or simply good engineering practice.

### **Will AES acquire property for the pipeline by eminent domain?**

If the pipeline project proposed by AES is ultimately approved, the right of eminent domain will be given to AES should it be required. Because AES has identified primary and alternate routes that follow existing utility corridors (roadways, railroads, pipeline and electrical transmission line paths, etc.) from the import location at Sparrows Point for the vast majority of the distance to the termination point in Eagle, Pennsylvania, it is much less likely that the eminent domain procedure will have to be used for private properties. The likelihood is decreased because the 25 feet of land that will be needed on each side of the proposed pipeline may fall either entirely within the existing corridor or overlap the corridor. Even if the needed land falls outside of the corridor, it is entirely possible that no impact will be noticed due to existing set-back distances of adjacent structures. Where needed land falls outside of the existing corridor, AES is committed to work with private landowners to negotiate a full and fair price and/or other compensation for the land that will be used, disruptions that may occur, and any damage that may be caused. AES will use the eminent domain process only as a last resort.

### **Can adjacent existing pipelines and soils be tested for corrosion, damage and contaminants while you are working in the nearby trench?**

AES will not conduct any testing of adjacent existing pipelines. Those pipelines, which are owned by others, carry with them the obligation of the pipeline owner to regularly test and inspect in accordance with the codes and standards applicable to the individual line or system. What we will do is maintain a safe working distance from those adjacent pipelines at all times to ensure that we do not cause any disruption or damage. With respect to the testing of

adjacent soils, land uses adjacent to the selected route will determine the need for contaminant testing. Where the proposed pipeline passes near potentially contaminated sites (Superfund, landfill areas, spill sites, etc.), which areas are determined through a database search of agency records for these programs, the need for testing must be addressed in our application submittal to FERC. Generally speaking, environmental sampling is performed when passing near potentially contaminated sites. We will also perform geotechnical testing in the area of the pipeline once the final routing is determined in order to properly assess design considerations. In major crossing areas such as sites where we will conduct horizontal directional drilling, geotechnical testing is particularly important.

### **Are other pipeline companies concerned about your equipment working over their existing pipelines?**

We will maintain a safe working distance from existing pipelines at all times. No heavy machinery or equipment used in connection with the construction or operation of the proposed Mid-Atlantic Express pipeline will be placed on or over existing pipelines without adequate protection of those lines and prior approval from those other pipeline owners. In cases where approval to work over existing pipelines may be given, special care will be taken to ensure that all restrictions placed on such activities by the existing pipeline owners will be adhered to strictly.

### **How many landowners in Harford County are directly affected by your pipeline proposal?**

Mid-Atlantic Express has attempted to locate its proposed pipeline in a manner that will avoid or greatly minimize potential impacts on adjacent landowners. Use of existing utility corridors (electric transmission line ROWs, existing pipeline ROWs, sides of roadways or railways, etc.) is intended to avoid impacts to private landowners. Where existing utility corridors cannot be used completely or at all, and encroachment on private lands may be necessary, we will implement construction and restoration techniques in a manner intended to eliminate any long-term affects. For example, in agricultural areas we will use some or all of the following techniques: installation of erosion control barriers, separation of soils, removal of excess rock for at least the top 12 inches of soil, repair of irrigation systems or drain tiles, decompaction of work areas, restoration of fences and removal of temporary erosion barriers, addition of fertilizers or soil modifiers, and final grading to pre-construction contours. The entire time spent in construction and restoration work at any single area will be limited to about two weeks depending on existing conditions. Once these activities are completed, we do not expect there will be any ongoing impact to those landowners.

The survey process that is currently underway is an attempt to identify and minimize impacts that cannot be avoided. Because we are still in the process of examining route variations to meet our objectives of maximum avoidance and impact minimization, we do not have a final route identified at this time. Accordingly, we do not have an exact number of the landowners whose property will abut the project should it proceed.

### **Part 3. BENEFITS**

#### **How is the price of natural gas related to electricity? They're entirely different forms of energy, right?**

Surprising to most residential energy users, the price of natural gas sets the price of electricity, approximately half of the time because many electrical power stations operating in the US are powered by natural gas.

#### **What are some of the more obvious and direct benefits to Baltimore County and surrounding areas?**

Numerous benefits can be identified, with the more obvious ones being.

- √ Good paying construction and permanent jobs
- √ The ability of this project to temper and even reduce natural gas prices to the consumer
- √ A clean, reliable, convenient and safe form of energy delivered through a worldwide company with a proven track record, and long-standing good community neighbor policy.

### **Part 4. AES Overview**

#### **What sort of corporate neighbor is AES?**

AES is one of the world's leading power companies, operating in 26 countries. The closest AES facility is the Warrior Run clean coal facility in Cumberland, Maryland where AES has sponsored community-selected youth programs, backed by hundreds of thousands of dollars in support funding. Refer to the AES web site at [www.AES.com](http://www.AES.com) for details about our world-wide operations, commitment to quality, good neighbor policy, as well as Warrior Run.

Every day, AES people all around the world are guided by a set of values to:

**Put Safety First** - We will always put safety first -for our people, contractors and communities.

**Act With Integrity** -We are honest, trustworthy and dependable. Integrity is at the core of all we do - how we conduct ourselves and how we interact with one another and all of our stakeholders.

**Honor Commitments** - We honor our commitments to our customers, teammates, communities, owners, suppliers and partners, and we want our businesses, on the whole, to make a positive contribution to society.

**Strive For Excellence** - We strive to be the best in all that we do and to perform at world-class levels.

**Social responsibility runs deep in the AES culture.** Our people offer their time, energy and money to the communities where we do business. Our effort to be responsible corporate citizens takes many forms as we direct our energies to the projects that have the greatest impact on a particular community or location. From building a school in Pakistan to helping the Leukemia and Lymphoma Society raise money to fight cancer, AES strives to make a difference. More locally, AES' Warrior Run "clean coal" facility in western Maryland has partnered with the Cumberland community on numerous community-selected projects, including the Salem's Children's Home, computer labs, and other outreach activities.

#### **Who owns AES?**

Our largest stockholder is Legg Mason (headquartered in Baltimore), which beneficially owns about 19 percent of our company on behalf of its clients. AES is an American company headquartered in Arlington, Virginia. It was founded in 1981, and is listed on the New York Stock Exchange along with other American companies with an international presence such as General Motors, General Electric, and Coca-Cola. Seventy-eight percent of our stock is owned by institutional investors and mutual funds, and thus is undoubtedly indirectly owned by many of the residents of Dundalk, Baltimore, and other U.S. citizens who live and work in the overall project vicinity through their pension plans, IRAs, and mutual funds (trading on the New York Stock Exchange as "AES"). Visit [www.AES.com](http://www.AES.com) for additional information.

## **Part 5. PROCESS & MORE INFORMATION**

### **How can I follow the approval process for the entire project and find additional information?**

Simply go to the FERC (Federal Energy Regulatory Commission) web site at [www.FERC.gov](http://www.FERC.gov), click on "e-library," and select the AES Sparrows Point listing, to follow both the Sparrows Point plant and Mid-Atlantic Express pipeline approval process. Additional information is exclusively and readily available at (for the plant) [www.AESsDarrowsQointLNG.com](http://www.AESsDarrowsQointLNG.com) and (for the pipeline) at [www.mid-atlanticexpress.com](http://www.mid-atlanticexpress.com).